

the active use of the kind of anonymous contributions mentioned. Whatever is the reason, the fact is that the *Review* has been able to do this by the use and abuse of the writer's not necessarily his publisher's name, but a genuine one, and responsible for any views or opinions expressed in the communications of our correspondents.

It is not a new machine the holding of a newspaper and the refusal to pay for the stationer's bill, but the power of the press, the means as he had chosen to use in the amount of his subscription.

— *Reviews.* We wish to call the attention of the readers of this paper to the fact that most of the *Reviews* in this paper, which have been written by the *Review*, have been written by the *Review* and are not to be printed in a newspaper. Published in the *Review*, they are not to be printed in a newspaper published in a paper published in said town. Ordinary

Mr. L. Bradford Pratt of Middleboro' has sent out twelve barrels cranberry plants upon two acres land.

— *1891.* On Memorial Day the thermometer indicated 100° in the shade.

— *1891.* This year it stood 55°.

— *Mr. Alfred Sanderson of Quaker Point* told of homelessness of the June 6th, he has held many offices (then).

— *There are four hundred schools of five and fifteen in the centre of Middleboro'.*

All alone in the phantoms
 Of some future night,
 Across yon burning hills in the distance,
 I have seen a radiant light.
 To that transport, solemn, dead,
 After the day is o'er,
 Dreaming alone in the quiet,
 I have passed out all my way.
 That was in bygone years,
 When the heart of youth was light,
 And held so dark forebodings
 Of sadness and of night.
 But the years flew agoon,
 And the shadow of Fate revealed,
 And the problem of my life
 Was far from being solved.
 Riches and service came,
 And now these dreams are o'er;
 The lighted hopes and ruined hopes,
 That is only one dream more.
 A dream of life for others,
 A dream of quiet content,
 A dream of working and learning
 Of realizations how to repeat.
 A dream of keeping life's lesson,
 That something so hard to learn,
 As the needed ones to our blindness,
 That which shall make us so.
 That which shall make us so wright,
 To realize what is best,
 To work with patience and with love,
 And have to lead the best.
 And if this dream can ever come true,
 And I learn others to know well,
 That not one man is happy and content,
 And my heart no more shall rebel,
 Then help me, O philanthropist, to do,
 That my life be worthier of love,
 And my work be worth the blood sweat

Brookton's State tax will be \$190.

The state tax for Plymouth county is \$25.90.

Mr. Wm. T. Reed of Rockland has gone to Omaha.

During May, Plymouth consumed 14,213.190 gallons of water.

John Cavanagh of Braintree is the father of eighteen children.

Rev. C. C. Luther is holding special revival meetings in Hanover.

The Foster mills at South Hanson were destroyed by fire June 3.

Mrs. Peter R. Curtis of Rockland is visiting friends at the West.

A resident of Brookton, 80 years of age, is soon to be married.

O. H. Bates, Esq., presented the So. Atlantic Driven Corps with caps.

The G. A. R. Concert in Plymouth netted over one hundred and twenty-five dollars.

The shipment of boots and shoes from North Abington for May was 2,395 cases.

Vineyard Haven will be built up in a more modern style than before the great fire.

A seventy-five acre cranberry bog is to be started at Carver costing about \$2,500.

Rev. A. T. Bowser of the New Northwesterly is Hingham will be installed June 1st.

Gen. E. W. Pierce has given 20,000 words to the ecclesiastical records of Middleboro.

Mr. Michael Shanahan, of Rockland, has borne all the expense attending the care of the Williams boy, who was accidentally wounded by his son.

Shipments from the South Abington station for the week ending June 6, have been 343 cases boots and shoes, 1,013 packages mail and express.

The energetic women connected with the Ladies' Sewing Circle, North Middleboro, are improving the cemetery by turning the entire enclosure into a park.

Mrs. Lombard who is spending the summer at Hall is considered quite a nautical woman, she manages her yacht as skillfully as could be desired.

The annual exhibition of Derby Academy will occur on June 18th, leaving Hall, Hingham. In the evening the usual Lecture party will be given.

Mr. Shubael Wilder and family of New Castle, Pa., will spend the summer at Onset. Over fifty years ago he began housekeeping in the town.

Mr. Philip Eager, of Middleboro who raised four hundred dollars for cranberries from his bog, last year had his vines spoiled by the late frosts.

Mr. Israel Waterhouse, of Wollaston, while crossing the track, fell from a car, a serious wound on his forehead by striking against one of the sleepers.

Mrs. John D. McKimney, of

Wm. F. Packard and Edward E. Hemen of Brockton, will sail for Europe, June 14.

Ervingstact C. Lather held special meetings at Rockland for fifty-two consecutive nights.

The Gay Head people are anticipating a great sale of the City of Columbia memorabilia.

Mr. Nathaniel Emerson, of Hanson, will arrive about 1500 north of strawberries by the recent train.

Mr. Geo. Sampson of Middleboro has a contract for burning 100,000 brick this summer.

Mr. George Snow, of Middleboro, during the absence of her husband, lived a swarm of bees.

The passenger cars of the Old Colony Railroad are to be painted in so called Pullman color.

Mr. Edward W. Stevens of Stoughton will May 25, be a man much respected and honored.

Miss Mary Edmonds, daughter of Thomas Edmonds, is spending the summer at Mattapoisett.

1142 cases of boots and shoes were shipped from Rockland during the two weeks ending June 5.

A society for the development of social, intellectual and moral interests has been formed in Rochester.

The Old Colony Railroad Company is having eight new passenger cars and three new locomotives built.

A horse in Brockton cost its owner one hundred and twenty dollars, by backing below to a P. O. window.

Mr. Edward A. Adams one of Quincy, Mass. has been in Brockton for some time since June 3.

J. C. Ford of Rockland has named

ington, died very suddenly of paralysis of the heart, June 5. She was an active member of the Swedenborgian church.

An express train to run from Wareham to Boston in an hour, has been secured for the summer months by summer residents and business men of Wareham.

Mr. R. S. Crocker, Principal of one of the Grammar schools in Plymouth was presented by the first class, upon his thirty-fifth birthday, with a written set and materials.

The Mothers' Mutual Improvement Society, of Rockland, gave Mr. Frank Sheldon a surprise party June 3, it being the tenth anniversary of their marriage.

The body of Mr. Edward R. H. of Bridgewater who was drowned in Florida, has been brought and buried in Forest Hill cemetery. The law was insured for \$10,000.

Some citizens of Wollaston have raised money to defray the expense of having the word "Wollaston" torn off flowers in the garden adjacent to the depot.

James Dwyer of Hingham while climbing down a ladder in the ale house in Boston fell about twenty feet and struck his head on the curb, he was badly injured.

Rev. R. M. Frink of Mo. Abing preached the sermon at the 721st anniversary of the Sunday school in Congregational church in Falm, Maine, upon which was a former pastor of the church.

Mr. George B. Bailey, of Quilich Neck, where he lives in Flat Lands Park, where it is supposed he has himself in a fit of insanity, came from a contraband some two years

his residence at Nantasket, Corteis in memory of a deceased daughter.

Mr. L. Bradford Pratt of Middleboro' has set out twelve barrels cranberry plants upon two acres land.

In 1871 on Memorial Day the thermometer indicated 100° in the shade at Rockland. This year it stood 95°.

Mr. Alfred Sanson of Quinebaug Point died of hemorrhage of the lungs June 6, he has held many offices trust.

There are four-hundred school children between the ages of five and fifteen in the centre of Middleboro.

The American Institute of Instruction will hold its fifty-fifth annual session at Cottage City this year beginning July 7.

The wreck of the steamship City of Columbus with contents, has been sold to the Boston Tow Boat company for \$760.

Martland's Brockton band are to have a new uniform. A white coat with black velvet and gold lace trimmings is talked of.

Mrs. G. A. Parker of Halifax crossed Monponset Pond with oarlock to her dory, the having lost the other oarboard.

Secretary P. N. Sprague of the John A. Andrew Lodge, K. of H. Hingham has been presented with very nice gold pen.

The Paul Revere Post of Quincy was presented Memorial day with a large and beautiful picture nicely framed of Col. Paul Revere.

Mr. R. H. White of Rock, turned out about 2000 baskets a year. About twelve cords of white oak wood are delivered and used in this work.

An aquatic affair has been planned in Plymouth Harbor by Mr. W. W. Edson, it is on the velocipede plan and only weighs one hundred pounds.

Through the envelope system, the Sabbath School connected with the Porter church, Brockton, have raised five hundred dollars in eleven months.

Mr. Michael Shanahan, of Rockland, has borne all the expense attending the care of the Williams boy, who was accidentally wounded by his son.

Shipments from the South Abington station for the week ending June 6, have been 313 cases boots and shoes, 1013 packages nails and cycles.

The energetic women connected with the Ladies' Sewing Circle, North Middleboro, are improving the cemetery by turning the entire enclosure

A Mrs. Lombard who is spending the summer at Hull is considerably a nautical woman, she manages her yacht as skillfully as could be desired.

The annual exhibition of Devild Academy will occur on June 18th and 19th at Hull, Hingham. In the evening the usual Lecture party will be given.

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Some citizens of Wollaston have raised money to defray the expense of having the word "Wollaston" torn off flowers in the garden adjacent to the depot.

James Dwyer of Hingham while climbing down a ladder in the attic of a store in Boston fell about ten feet and struck his head upon a nail, he was badly injured.

Rev. A. M. Frink of So. Abing preached the sermon at the 71st anniversary of the Sunday school in Congregational church in Saos, May 19, over which he was a former pastor.

Mr. George B. Bailey, of Quilbuck, was found in Flat Ledge Point June 3, where it is supposed he took himself in a fit of insanity, caused from a stroke some two years ago.

**Dangerous Rocks Lying Just
Outside Boston Harbor.**

**Results of a Long Investigation
by the Boston Post Reporters.**

The Boston Post of Saturday, May 1, contained an eight-column article under the above head. By the kindness of the managers of the Post we are enabled to produce the diagram used by them, which gives the direct locations of the ledges.

We also clip the following from the Post's article.

Within the last six months the world has again and again been startled by the reports of disasters to steamships and sailing vessels. Several of the most serious of these disasters have occurred off the coast of New England and have been the hearts of all people. The wreck of the City of Columbus, which went down off Martha's Vineyard, is the latest of these disasters. There also are the disasters to the Daniel Steinhilber and the Newcastle City, off Halifax, which more recently occurred, the one at sea and the other on shore. It is not surprising that, in the face of such disasters, we will all have instances, which will readily be recalled by those familiar with maritime affairs, that there have been gone ashore and at sea, with the loss of many lives, persons who were perfectly familiar and have struck upon rocks, reefs and ledges. It is not surprising, therefore, that the people, shocked upon such disasters, cannot overestimate, and the Government has fully recognized these dangers, and by the adoption of careful and expensive measures, and by an extensive system of lights and buoys has endeavored to reduce to the minimum the risk to mariners, whose carelessness, however, is the cause of many of these disasters. The accidents, however, which, in spite of all precautions, admirable though they are, are not always fully adequate for the

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some rocks outside of the buoy at the mouth of the river, representative of the Post, in conversation with Capt. Lovin Bates, water comm-super of Cobassee, asked his opinion in regard to the probability of a trust of report, and he answered that he thought it was all the rocks on the coast, and by no means been discovered, and that he knew of no rocks and ledges on the coast which would be liable to break during a heavy northeast gale. He made the statement on the part of Capt Bates brought to mind a rumor of the existence of a ledge of Cobassee, and the Post inquired of him whether it was true, and on which the sea broke during a heavy northeast gale. He replied that there was a rock, or rather a ledge, in the main ship channel about east-northeast from Minnow Point, and that he had seen the government soundings on all the charts showed the lowest water to be fully ten fathoms, while he knew there was only five fathoms, and that he had seen the rocks and on which the sea broke during a heavy northeast gale. He stated that he had fished on it, and on a clear day in the summer he could only see the top of it, and that the ledge was only known to him, and they kept it to themselves, as it was

He gave a long description of a person who knew the workings of the bridge, and said that in his opinion the bridge should be buoyed. He said, "It is in the direct track of the coasters, and is a very dangerous place, especially from southern ports, and the open steamers often in making the coast, especially in thick and stormy weather, strike the bridge." He said that he had known Capt. Halse in a veteran seafaring man, who had followed the sea in one capacity or another from a mere boy, and is now a well-known and experienced seaman, and is a man of responsibility, both upon land and water. He has held the position of wreck commissioner for Cohasset for many years, and is a very experienced man, and a large number of the noted shipwrecks which have occurred upon this dangerous coast, and which were of alarming loss of life and property, have occurred under his supervision, and he has seen the boats built and which have occurred somewhat along the coast have been in existence.

He is a veteran driver and has been on the coast for many years, and has been only in this dangerous locality but about the entire coast, and within a very few years he was employed by a company

off Valparaiso, Chile, in which he was not personally successful, being able to locate the wreck but unable to accomplish any very satisfactory results, owing to the extreme depth of water. He held a high official position during the construction of the Panama Canal, and was in command on the spot every day that the high tide, being the only time when the work could be done on the structure, and keeping a record for the government of everything that transpired during that time; a record of the rise and fall of the tides every day and other valuable information now available in Washington. He has represented his district for a number of years in the legislature and is a man honored and respected by his fellow citizens and of known business and official standing.

"JASON'S LEDGE."

Acting on the information thus received from Capt. Bates, the fleet detailed two men as representatives to examine into the alleged existence of the ledge. On the morning of Feb. 10, 1892, they went to work in the latter part of February of the present year. The first step taken was to carefully study the government charts and the local "leading." With this knowledge the "Jason's ledge" light was supposed to be in place on the extreme outer edge of the outside reef, and the government boats were sent out to look for it. As the boats have not reached no ledge further out in the ocean. These government charts, which are relied upon by all sailing masters, show out the water at any point outside the light, thus guaranteeing perfect safety for all sailing craft.

One ruler which was early brought to the steamer was the Post-Graduate, which was used to find a shoal and ledge about two or three miles outside the light, and directly in the main ship channel. The fact is of the most surprising importance, for "Jason's ledge" is a light ledge, and directly in the main ship channel: direct in the path of all steamers bound to Boston from New York, Philadelphia, Baltimore, and other ports, and in the path of all coastwise maritime travel. The story of the resident fishermen regarding the ledge were delightfully at variance. Many of them said that the ledge was not, and seemed to know exactly where it was. Others remembered having heard of such a ledge called "Tootot rack," but knew nothing of its location. One of the men said the idea and said: "If there is such a ledge, why don't somebody know something about it. If there is such a ledge, the government boats would have found it."

Finally the whole party resolved to take it into this that there were only one or two fishermen in Cohasset who knew anything about the whereabouts of the boat. One of whom was Mr. Joseph Jason, Jr. This was certainly one great point gained. It was a perfect type of the sturdy New England fisherman, of manly build, with broad, rounded features, that indicate so intimate acquaintance with the harsh weather of our own New England. When asked to take the party to the boat, he hesitated, and replied promptly that he knew that the boat was such a hound. It was, he said, in the main ship channel, about two miles from Mink's light, and at low water, was inaccessible. He said that he had never seen the fish boat in many times, and while fishing large steamers had passed on either side within a stone's throw.

After a short time, the party, on a bright day in March, went down the highway, visited the spot, together with Mr. Joseph Jason, Jr., and Mr. Thomas there, and, young men residents of Cohasset, who were well acquainted with the fishermen and have a thorough acquaintance with the waters of the harbor, the every road and ledge, every twist and turn, every rock and shoal, and every point of view, as well as to a landman. After reaching the locality the line was reeled off and shortly the lead struck the rocky bottom. At this point the boat was hauled up and the crew created the exact moment of high tide in the canal all around. When the line was withdrawn the measurements showed that the boat was about 100 feet long. Another throw of the lead was immediately made from the stern of the boat, and

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tower, and **K**, Cohasset inner harbor. **B** shows the location of Minor's ledge lighthouse; the point marked **L** is Davis ledge, about half a mile from the lighthouse, at which the government has already placed a buoy. **A** is Jason's ledge situated in the main ship channel; Bates rock, located near the shore, is the location of the so-called South-

The rocky pinnacle was found, and according to the natural section a liquid flow of lava had been poured over the men's ledge." In honor of the sturdy fisherman for whose persistent efforts and utterly manseanish moral of the survival of the fittest the expedition was named, the soundings taken, the surface of the lava flow is very regular, rising into sharp pinnacles and broken by deep fissures. Such a regularity of surface is not to be expected there would be a variance of from two to three fathoms. On either side of the lava the water deepens immediately to from 15 to 20 fathoms. The ledge apparently lies in the general direction as "Highlead rock" "The Collamers," "Shag rocks," and "Ledge over long" and "The Cape." It is about 1000 feet long, and 100 feet wide. These measurements are not claimed to be perfectly accurate, but used to give general idea of the size of the ledge. "The Cape" bears east-south-east. Minot's ledge, likewise, north by north from Scutuate light, east by east half north from the Atlantic buoy, Nantasket light, and the Cape light. The ledge was discovered before and formerly being perceived the difficulty of finding this rocky pinnacle is not probably over exaggerated. The ledge is not very high, the surface, and the difficulty of locating so very small point in the waste of ocean one of no small magnitudes. Even the most experienced and skillful surveyors, though they have passed it by the harbor a few years ago, though it was unnoticed. Why the fishermen who knew of the locality were not able to find it, and why the others, can only be explained from the fact that they had about the ledge elevated on the ground which they did not believe

During the days spent in the wreck, hundreds of vessels, including not a few coastwise steamers bound from Boston, passed by, some outside the ledge and others inside, between the ledge and the light. Some came so near the ledge that a stone could readily be thrown on board the passing vessel.

BATES ROCK.

During one of the frequent visits to the Chelmsot ones of the resident fishermen, they have been known to find sea glades on which there was less than six fathoms of water at low tide, and which did not appear on the government charts. The fishermen claimed that the rock lay up out of a shoal and was very nearly a line between Minor's ledge light and one light and a half away a couple of miles above the latter light.

Although judging from the description of the fisherman the rock could not

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steamers had come upon the coast last winter, and had passed, one at a time, from the mouth of the Columbia to the river; the other, a quarter of a mile below them. Learning that there were men living at North Setaside who could tell where the boats had been, they were later interviewed upon the subject.

Capt. Henry Pettit, residing at Sitka, was the first one examined. He knew exactly what he was known as the "Haida." When asked how many of a Concord steamship were in near the shore in that local area,

"Why, yes, the wide wind off Nigman came to here, pointing off years ago in a thick fog. She came down Cowen rocks and Sunken ledge, and I saw her coming up, standing upon the beach at the [?] we heard her firing her guns. Into the boat and following the same way she found the Concord between the two ledges, in an extremely dangerous position. They did not know where they were, and we piloted her off their side."

Capt. Pettit thought that it was years ago. Some 12 or 13 years ago, Concord Tripoli came in, a small steamer, carrying a cargo of furs, and Captain Charles Williams, its master, in her and filling her forward end overboard with water. I carried a cable and telegraph office at Cohasset, and the men took her off and took her home. Only half full large three-schooner came in here in a heavy rain storm, and she was nearly lost until the gale was over and she was

Col. Henry B. Silvester was last seen. He was found at his home in Scituate and gave them a very warm come.

Entering the house the captain told the story of the Niagara's coming between the rocks and ledges on this coast, and gave a graphic description of the wreck.

Upon getting an board the Niagara Miller of that steamer inquired in to where his steamer was. There, dense fog and had been for several days and he had been unable to determine where he was. He said he had a boat to try and find out where the ship was, but he was unable to find the boat to keep track of the wreck.

"We took that steamer out from dangerous rocks and ledges and ran to Boston, arriving with her at Boston wharf, Saturday, March

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weather, but still it was very dangerous, small craft, coasters, fishermen as well as, and should be banned from the southeast shore and others who were not, although the latter were not. After visiting the island of Charles and then at North Siltstone for the purpose serving their service for a trip to the island, and receiving anything was expected in the line of a reward from them, the investigators called the gentlemen who had sent them to the island, and they were told that the most terms in regard to their trip to the newspaper men upon it, and said that the only reason for their refusal, was that the men were afraid it would be dangerous for that way others would be able to find their hiding grounds. He reiterated that they knew of the existence of the lodge.

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